**SCAG Safety Model Resolution**

WHEREAS, California has made progress in enhancing safety, the 2015 California Strategic Highway Safety Plan reports a 30.4 percent reduction in fatalities and a 17.5 percent reduction in severe injuries between 2005 and 2012 as vehicle-miles traveled remained fairly constant statewide; and

WHEREAS, however, traffic deaths are the second leading cause of deaths in the Southern California Association of Governments (SCAG) region of six counties, 191 cities, and roughly 19 million people; and

WHEREAS, on average, each year 1,500 people die in traffic collisions, 5,200 are seriously injured, and 136,000 are injured in the SCAG region; and

WHEREAS, children are disproportionately impacted by traffic collisions, and 446 children under age 16 were killed while walking in California between 2003 and 2010; and

WHEREAS, traffic injuries and deaths in the SCAG region disproportionately impact young adults, older adults, and people with disabilities, as 42 percent of collision victims were age 18-34 and 26 percent of pedestrian fatality victims were age 65 or older between 2001 and 2016; and

WHEREAS, non-motorized trips represented 12% of all trips, but 25% of all traffic fatalities, in the SCAG region between 2001 and 2016; and

WHEREAS, jurisdictions recognize that non-motorized safety is an equity issue, and that pedestrian injury rates in the SCAG region were significantly higher in high-poverty, predominately Black or African American, and predominately Hispanic or Latino census tracts between 2005 and 2014; and

WHEREAS, the National Safety Council reports that the calculable costs of motor-vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employers’ uninsured costs; and

WHEREAS, an average cost of each traffic death is $1,542,000, traffic injury is $90,000 and property damage only is $4,200; and

WHEREAS, fatalities and injuries on our streets are unacceptable when they are preventable; and

WHEREAS, streets and transportation systems have traditionally been designed primarily for maximum vehicular capacity and mobility, rather than the safe accommodation of all modes and users; and

WHEREAS, [Jurisdiction Name] goals include protecting the safety, health and security of its residents, businesses, employees and visitors; and

WHEREAS, SCAG has developed safety targets to reduce fatalities by 3 percent and serious injuries by 1.5 annually and reach Towards Zero Deaths by 2050; and

WHEREAS, the SCAG Go Human Campaign focuses on safety and reducing traffic collisions and encouraging people to walk and bike more in the SCAG region; and

WHEREAS, successful traffic safety programs are a result of both a complete government

approach (i.e. interdepartmental, coordinated initiatives) and community support of

Safety goals and action plan;

Now, therefore be it resolved, [Jurisdiction Name] pledges to take action on the essential elements of traffic safety, including activities related to education, enforcement, engineering, evaluation, encouragement, and equity.